

**Docket No.:** T12-0045  
**Bench Date:** 06/27/2012  
**Deadline:** N/A

**MEMORANDUM**

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**TO:** The Commission

**FROM:** Latrice Kirkland-Montaque, Chief Administrative Law Judge

**DATE:** June 13, 2012

**SUBJECT:** County of Du Page,  
Petitioner,

v.

Chicago, Central & Pacific Railroad Company and The  
Village of Carol Stream,  
Respondents.

Petition to install a traffic signal/railroad interconnect at the following intersections under the jurisdiction of the County of Du Page: Gary Avenue at Army Trail Road and Gary Avenue at Stark Drive. (Gary Avenue crossing: DOT Number 289890N; Army Trail Road Crossing: DOT Number 289891V)

**RECOMMENDATION:** Enter Order granting the Petition.

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On March 14, 2012, the County of Du Page filed a Petition for approval to interconnect existing traffic signals at the highway intersections of Gary Avenue at Army Trail Road and Gary Avenue at Starks Drive with the railroad warning devices at the Gary Avenue highway-railroad grade crossing of the Chicago, Central & Pacific Railroad Company's ("CC&P") track in Carol Stream, DuPage County.

The County utilized the engineering firm of Hampton, Lenzini and Renwick, Inc. to prepare a Traffic Signal/Railroad Crossing Report, noted as Exhibit "A" in the Petition. This report recommends interconnecting existing traffic signals at the highway intersections of Gary Avenue at Army Trail Road (located approximately 400 feet north of the crossing) and Gary Avenue at Stark Drive (located approximately 430 feet south of the crossing) with the railroad warning devices at the highway-railroad grade crossing at Gary Avenue. A minimum simultaneous preemption time of 50 seconds is also recommended in this report. Additionally, various signing and pavement marking improvements are also recommended in the report for the Gary Avenue crossing, as

well at the Army Trail Road highway-railroad grade crossing (located approximately 1,100 feet west of the Gary Avenue at Army Trail Road highway intersection).

The cost of modifying the existing traffic signals plus providing signing and pavement marking improvements is estimated to be \$150,000. The cost of modifying the existing warning devices at the Gary Avenue crossing to provide a minimum simultaneous preemption time of 50 seconds is estimated at \$17,023. The County will pay all costs of modifying the existing traffic signals, plus providing signing and pavement marking improvements, and is not seeking any reimbursement from the Grade Crossing Protection Fund ("GCPF"). Staff, however, recommends that the cost attributable to modifying the existing railroad warning devices at the Gary Avenue crossing should be paid by the GCPF in an amount not to exceed \$17,023. All work should be complete within eighteen (18) months from the date of this Order.

Staff believes the Petitioner's requests to be fair and reasonable and should be approved by the Commission.

I recommend entry of the attached Order granting the Petition.